

His career was comprised of a great deal of leadership. He headed the team that uncrated and prepared the Wright aircraft for military trials at Fort Omaha. He also served at several air schools including Fort Omaha and the Philippines Air School. However the majority of his career was spent in the Aeronautic Branch of the Signal Corps until his retirement from the armed forces in 1930.

The Order of St. Michael uses the story of St. Michael defeating the dragon to exemplify the bravery and gallantry associated with the aviation soldier and the boldness and swiftness of aviation on the battlefield. Edward Ward was a true Kentuckian and an American hero who epitomizes the heroism and courage told in this story. He was a prime example of the brave and dedicated soldiers that make our military the best in the world.

Mr. President, I ask my colleagues to join with me in recognizing 1LT Edward R. Ward's dedication to our military and our country.

OMNIBUS PUBLIC LAND MANAGEMENT ACT

Ms. CANTWELL. Mr. President, today, Congress can be very proud of a very significant accomplishment.

Because today, Congress stood up for the enjoyment and protection of some of our nation's most pristine and breathtaking wilderness areas, historical sites, national parks, forests, trails, scenic rivers, and oceans. This bill will help our country address the impacts of climate change on our coastal areas, and provide educational opportunities for our Nation's children.

Today, the U.S. House of Representatives will pass the Omnibus Public Land Management Act of 2009 one of the most sweeping conservation bills that Congress has passed in many years.

It is a huge victory for the generations of Americans who enjoy these sites each year.

It is a huge victory for our American heritage.

And, it is a huge victory for Washington State.

This bill has been through many twists and turns over the last year.

But today's successful vote could not have been possible without the tenacity and dedication of Majority Leader REID.

I thank the majority leader for his steadfast support and dedication to seeing that these important public land and ocean priorities became law.

Today, I would like to highlight some of the provisions in this bill that I am especially pleased to see go to the President's desk.

First, this package includes the Snoqualmie Pass Land Conveyance Act, which I sponsored. This bill would transfer an acre and a half of Forest Service land to the Snoqualmie Pass Fire District to help them build a new fire station.

For decades, the Fire District has been leasing its current site from the Forest Service. They operate out of an aging building that was not designed to be a fire station.

While they have been able to serve their community despite this building's many shortcomings, the time has come for us to pay them back for their hard work and dedication. With traffic on the rise and the need for emergency services in the area growing, the Fire District needs to move to a true fire station and this bill will finally help them do that.

Second, the Ice Age Floods National Geologic Trail Designation Act is included in this bill.

Since 2001, I have been working with communities in Central and Eastern Washington, the National Park Service, and community stakeholders to create an Ice Age Floods National Geologic Trail through portions of Washington, Oregon, Idaho, and Montana.

Visitors to the trail will not only provide an important economic boost to central and eastern Washington communities, but they will learn about an amazing, and often overlooked, part of our region's history.

You see, most people don't know that during the last Ice Age, when a glacial lake in Montana formed and deepened enough, the sheer force of the backed up water undermined the glacial ice-dam. And, the ice gave way in a crackling explosion.

The huge lake, bigger than all the rivers of the world today combined, was released all at once and carved its way through the Pacific Northwest. This changed the region's geography. But these cataclysmic floods have been a story that's gone largely untold. Because of this bill, more people will know this important part of Pacific Northwest history.

Third, this package includes my Pacific Northwest National Scenic Trail Act.

The Pacific Northwest Trail runs from the Continental Divide to the Pacific Coast, is 1,200 miles long, and is one of the most pristine and breathtaking trails in the world.

This carefully chosen path runs through the Rocky Mountains, Selkirk Mountains, Pasayten Wilderness, North Cascades, Olympic Mountains, and Wilderness Coast.

From beginning to end it passes through three states. It crosses three National Parks. And it winds through seven National Forests.

Finally, this trail will receive the designation it deserves.

This package also includes my Wildland Firefighter Safety legislation.

Wildland firefighting and the safety of wildland firefighters is vitally important to our brave men and women who battle these blazes, and for the communities that depend on them. This legislation will improve accountability and transparency in wildland firefighter safety training programs.

Through training and certification we can lower the risk to the brave men and women who protect our forests and communities. It's critical that Congress is actively engaged to make sure this happens.

I would also like to mention the three provisions in this package aimed at conserving and protecting our nation's oceans and the communities that depend on them.

This is particularly important in these days of economic turmoil, as millions of Americans depend directly and indirectly on healthy oceans and coasts.

Also, as our climate changes, we must work to address some of the issues that have the potential to affect millions of jobs.

That is why I was thankful that Majority Leader REID included several provisions in this package that address our oceans.

I am particularly thrilled about the Federal Ocean Acidification Research and Monitoring Act.

The world's oceans are absorbing roughly 22 million tons of carbon dioxide every day, causing seawater chemistry to become more acidic possibly withholding the basic chemical building blocks needed by many marine organisms.

This act creates a comprehensive national ocean acidification research and monitoring program that will take a hard look at the devastating impacts greenhouse gas emissions are having on our oceans.

All of this could not have been accomplished without the strong support and hard work and dedication of the majority leader and I thank the leader for successfully moving these priorities.

Today is a proud day for Congress, for Washington State, for our world's ocean and marine environments, and for some of the most breathtaking views and important legacies this Nation has to offer.

Because the steps we have taken in this package will protect our lands, our coastal areas, and our first responders.

UNNECESSARY KILLING OF BABY SEALS

Mr. LEVIN. Mr. President, yesterday Senator COLLINS and I submitted Senate Resolution 84, urging the Government of Canada to end the senseless and inhumane slaughter of seals off the east coast of Canada.

To reiterate, on March 18, 2009, just weeks before its hunting season was scheduled to begin, Russia announced that it would ban the hunting and killing of baby seals. Youri Trutnev, Russia's Minister of Natural Resources, who was quoted in the New York Times last week, graphically depicted the shameful practice, saying: "The bloody sight of the hunting of seals, the slaughter of these defenseless animals, which you cannot even call a real hunt, is banned in our country, just as well as in most developed countries."

In addition, the Internal Markets and Consumer Protection Committee, IMCO, of the European Parliament approved a prohibition on trade in seal products in the European Union. This measure may now be considered by the full European Parliament in the coming months.

Yet, in Canada, the largest commercial slaughter of marine mammals in the world continues. According to the Humane Society of the United States, HSUS, over one million seals have been killed over the past 4 years. In Canada, seal pups as young as 12 days old can legally be killed. The vast majority of seals killed in these hunts are between 12 days and 12 weeks of age.

Canada has officially opened another seal hunting season, paving the way for hundreds of thousands of baby seals to be killed for their fur in the coming weeks, when the harp seal hunt begins in earnest. I am pleased to have been joined by Senator COLLINS in submitting this resolution that urges the Government of Canada to end this senseless and inhumane slaughter.

The U.S. Government has opposed this senseless slaughter, as noted in the January 19, 2005, letter from the U.S. Department of State, in response to a letter Senator COLLINS and I wrote to President Bush, urging him to raise this issue during his November 30, 2004, visit with Canadian Prime Minister Paul Martin. The letter reads, in part, as follows: "The United States has made known to the Government of Canada its objections and the objections of concerned American legislators and citizens to the Canadian commercial seal hunt on numerous occasions over recent years. The United States has also opposed Canada's efforts within the Arctic Council to promote trade in sealskins and other marine mammal products."

Mr. President, I ask unanimous consent the New York Times article of March 19, 2009, entitled "Russia to Ban Hunting Baby Seals" be printed in the RECORD, as follows:

There being no objection, the letter was ordered to be printed in the RECORD, as follows:

RUSSIA TO BAN HUNTING OF BABY SEALS

(By A.G. Sulzberger, Mar. 19, 2009)

Russia announced on Wednesday that it would ban the hunting of baby seals, effectively shutting one of the world's largest hunting grounds in the controversial trade in seal fur.

The decision is yet another blow to an age-old industry that has been losing a public relations battle in recent years to animal-rights groups, who have gained public support by using stark photographs of harp seal pups less than a month old being clubbed to death on blood-stained ice flows.

In addition, the European Union is considering a ban of all seal products—similar to one that the United States adopted decades ago—which would eliminate a key trade route and end market for the furs. And even in Canada, where the world's largest seal hunt is scheduled to begin later this month and top leaders vigorously defend the industry, a legislator for the first time introduced a proposal to curtail sealing.

"It's highly significant," Rebecca Aldworth, director of Humane Society International in Canada, said of the political developments. "It shows that world opinion is moving away from commercial seal hunting. There's hope on the horizon that this may be the last year that we ever have to witness this cruelty."

In Russia, where the number of new pups has dropped sharply in recent years because of the hunts as well as shrinking ice in the White Sea, the government initially announced a ban on the killing of the very youngest and most highly prized seals, known as "whitecoats." The seals shed the white fur in about two weeks, with the resulting silver coat also coveted.

But the government announced in unsparring language that it intended to extend the ban to include all seals less than a year old. (While adult seals are also hunted in smaller quantities, their coarse, scarred fur is generally not used in clothing.) The move, publicly backed by Prime Minister Vladimir V. Putin and coming just weeks before the hunting season was to begin, could save as many as 35,000 seals, according to a spokesman for the International Fund for Animal Welfare.

The Associated Press quoted the natural resources minister, Yuri Trutnev, as saying in a statement: "The bloody sight of the hunting of seals, the slaughter of these defenseless animals, which you cannot even call a real hunt, is banned in our country, just as well as in most developed countries, and this is a serious step to protect the biodiversity of the Russian Federation."

Masha Vorontsova, the head of the International Fund for Animal Welfare in Russia and a biologist who has been pushing for a ban since the fall of the Soviet Union, credited an outpouring of public support for ending the hunt. "It's a fantastic achievement," she said.

In contrast, Gail Shea, Canada's Minister of Fisheries and Oceans, did little to disguise her frustration at moves taking aim at the industry both abroad and at home, which she attributed to "mistruths and propaganda" spread by special interest groups. "For some reason the European Union will not recognize what the actual facts are because it's an emotional issue and a political issue," she said in an interview.

Ms. Shea, who earlier flew to Europe to lobby against a European Union ban, warned that such a move could violate international trade law. An industry spokesman said that nearly all Canadian seal products passed through Europe on their way to major consumers like Norway, Russia and China. It is unclear whether Russia will also ban the import and sale of seal products.

Commercial sealing also takes place in a handful of other countries, including Norway, Greenland and Namibia. In Canada, last year's catch of 207,000 seals—or roughly one in every five pups born that year—earned the roughly 6,000 licensed sealers a total of \$7 million, down from \$33 million in 2006, according to Phil Jenkins, a spokesman for the Canadian fisheries department. The hunting decreased, he said, largely because of a sharp drop in prices for the pelts, from \$97 to \$33, for a perfect specimen. Seals are killed by rifle or by club.

The harp seal population level has held steady at about 5.6 million for the last decade, he said, but anti-sealing groups contest that figure.

However, the Canadian industry came under rare official scrutiny last week, when Mac Harb, a senator from Ontario, introduced the legislation to cancel the coming hunt. He argued that the industry was dying, propped up by public tax dollars and costing Canada international good will. But his pro-

posal died when Mr. Harb could not get another member to second his motion.

"There was silence. Total silence!" he said in a telephone interview on Wednesday. "I was amazed that not one of my colleagues, from any one of the political parties, would even want to debate the issue."

IDAHOANS SPEAK OUT ON HIGH ENERGY PRICES

Mr. CRAPO. Mr. President, in mid-June, I asked Idahoans to share with me how high energy prices are affecting their lives, and they responded by the hundreds. The stories, numbering well over 1,200, are heartbreaking and touching. While energy prices have dropped in recent weeks, the concerns expressed remain very relevant. To respect the efforts of those who took the opportunity to share their thoughts, I am submitting every e-mail sent to me through an address set up specifically for this purpose to the CONGRESSIONAL RECORD. This is not an issue that will be easily resolved, but it is one that deserves immediate and serious attention, and Idahoans deserve to be heard. Their stories not only detail their struggles to meet everyday expenses, but also have suggestions and recommendations as to what Congress can do now to tackle this problem and find solutions that last beyond today. I ask unanimous consent to have today's letters printed in the RECORD.

There being no objection, the material was ordered to be printed in the RECORD, as follows:

I am a Meridian resident, who works in Boise, an 8-mile commute for me. I own a 2003 Dodge Dakota, and it was my commuter vehicle until a couple months back. It has a fuel capacity of 23 gallons. Before I stopped driving my truck, it was costing me about \$160 per month in gas . . . just for me to get to and from work—8 miles away. That is before gas went over \$4/gallon. The reason I do not have to drive my truck anymore, is because my wife got a new job in Boise, a mile from my workplace, and we are now able to carpool together in her car, a 2003 Mazda 6. Previously, she worked in Meridian, just a couple miles from our home. My wife hates driving the truck, which is why I drove it, instead of her.

Since my wife got her new job nearly two months ago, my truck has just sat in the garage. I filled it up 6-8 weeks ago—and it still has the same full tank of gas. It hasn't moved an inch. How can I afford to move it, when it only gets 12-16 mpg, and gas is now hovering between \$4.10-\$4.15 a gallon? If I was still driving my truck to work, it would now be costing about \$200 a month just to commute back and forth to work. Ridiculous. So my truck sits and waits for something to cause fuel prices to go down.

Now for the possible solution I read about the other day. SwiftFuel: I saw a blurb on it on the website, <http://slashdot.org>, which had a link to a full article by Robert X. Cringly on PBS' website. Basically, SwiftFuel is made from ethanol, but contains no ethanol. It is currently being tested by the FAA as a replacement fuel for the current lead based aviation fuels, which must cease to exist in 2010. It has a higher octane rating (about 104); has more energy per gallon, which results in a 15-20 percent increase in fuel efficiency; can be run on existing engines without modification; can be stored in the same